



Capital Metro Downtown Multimodal Station

Project Briefing

City of Austin - Parks & Recreation Department

June 2016



Transit “Primer”



http://images2.corriereobjects.it/methode_image/2015/08/11/Scienze/Foto%20Scienze/mondoautoOK.gif?v=201508111110

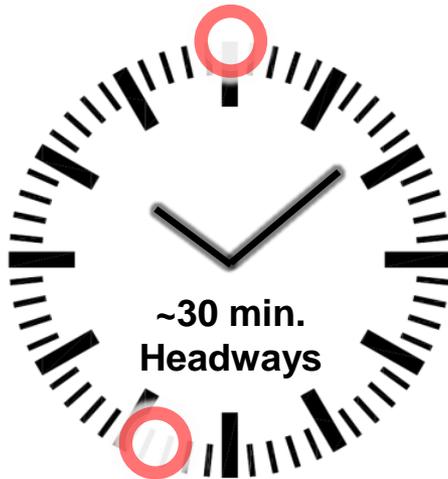
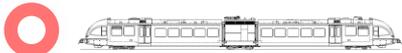
Peak Hour Service Capacity



Today

Red Line

~200 pass./train



<400 people/
peak hour
(one way)

2018

Red Line with Downtown
Station & passing tracks

~200 pass./train



~800 people/
peak hour
(one way)

Long-Range

Red Line & Future
extensions

~400 pass./train



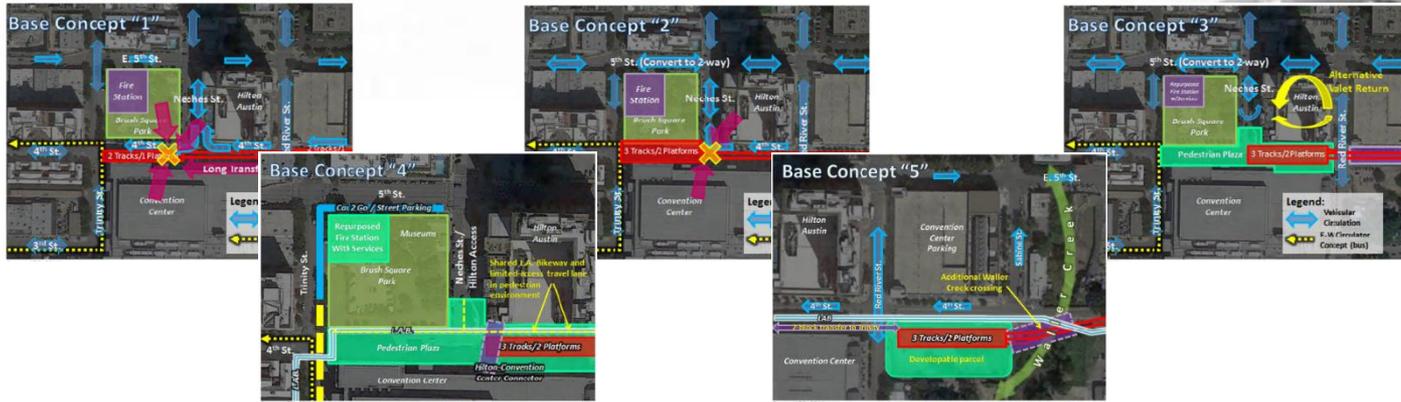
~4800 people/
peak hour
(one way)

Existing Challenges

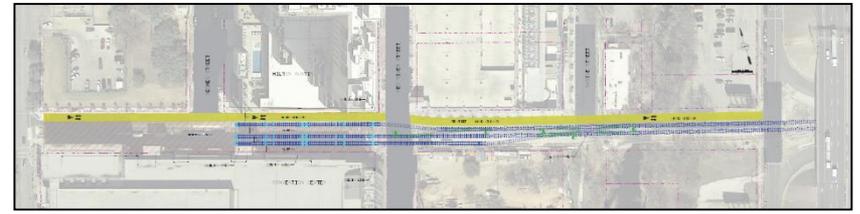
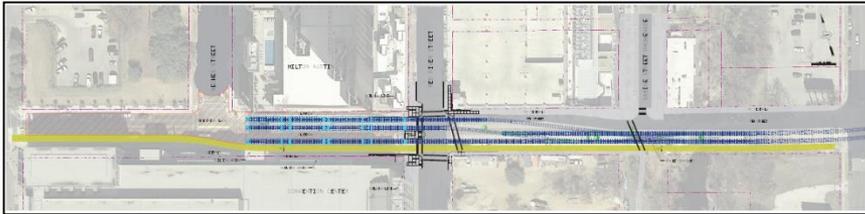


Project History

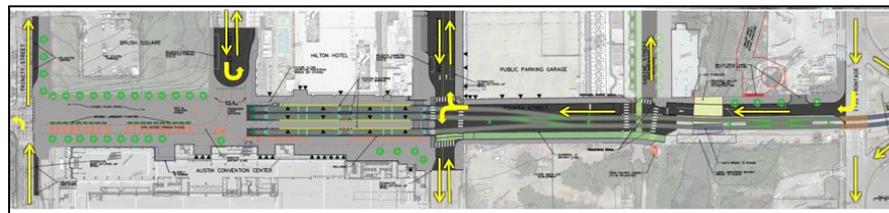
2014



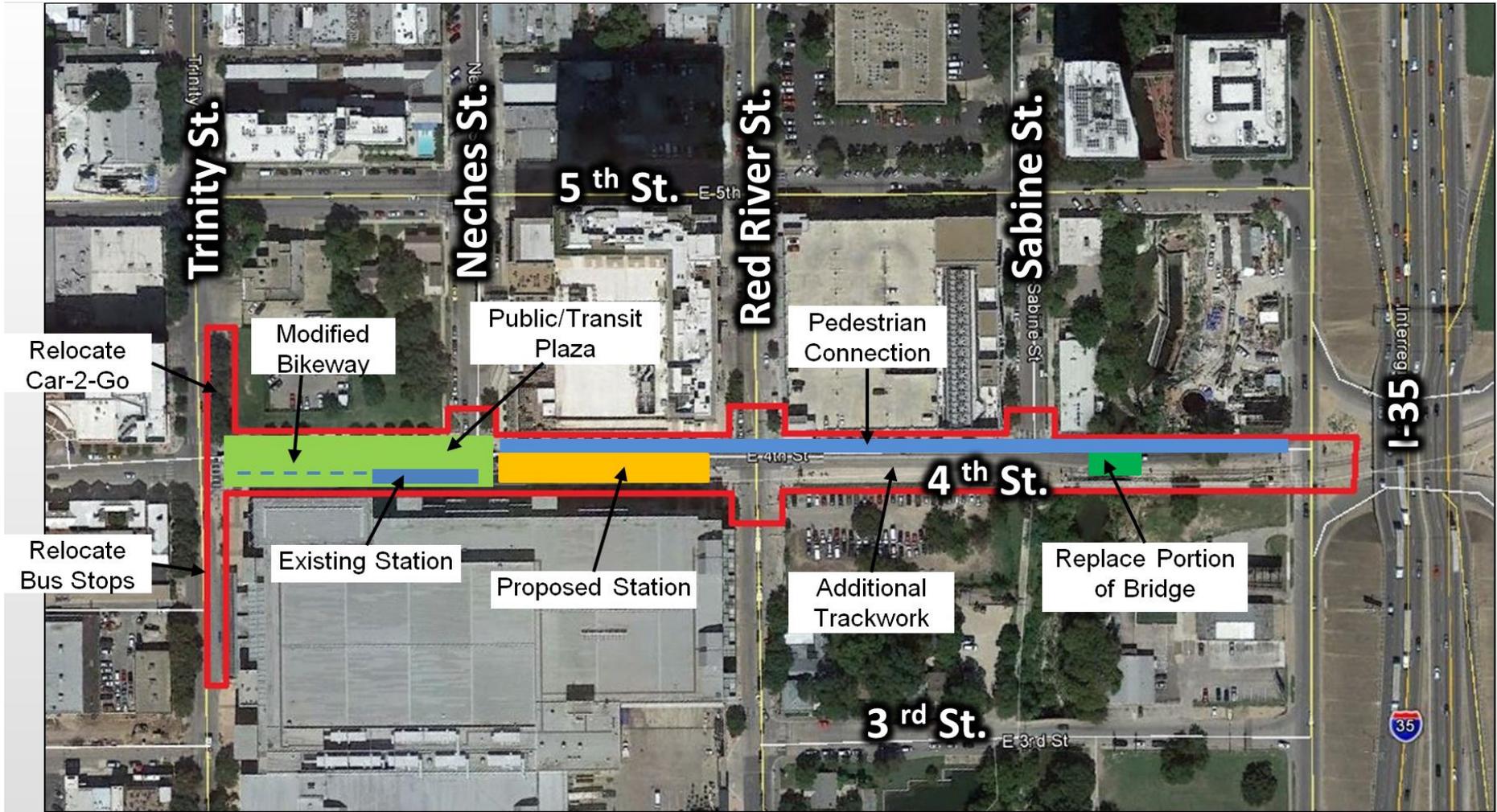
2015



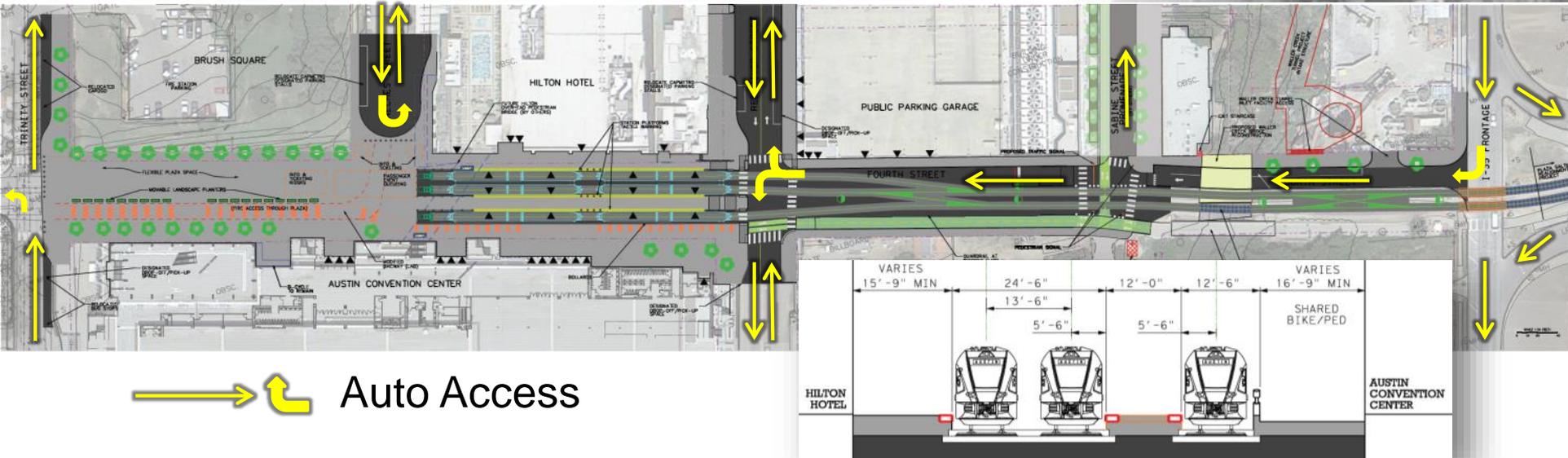
Today



Project Boundary & Elements



Station Concept 1 (Selected)



- 3 platform positions that accommodate (future) 2-car consists
- **Restrict auto access** on 4th St (between Red River and Trinity)
- Public plaza accommodates platform queuing (Neches to Trinity)
- Lance Armstrong Bikeway (modified for enhanced safety and awareness through platform/plaza area)

Special Report

Capital Metro: Downtown Multimodal Station

Technical Assistance Panel | February 10-11, 2016

A ULI Technical Assistance Panel



Technical Assistance Panel
CapMetro Downtown Station
Winter 2016

EXECUTIVE SUMMARY

ULI Austin completed a two-day review of the plans for the replacement of the temporary Downtown MetroRail Station with the more permanent Downtown Multimodal Station as presented in the CMTA Downtown Multimodal Station Stakeholder Briefing and the DMS Plan. A tour of the site, extensive interviews with stakeholders, reviews with CMTA staff and consultants were completed. To support the Panel's analysis and recommendations, portions of the briefing and final briefing are restated in this Special Report.

The replacement of the temporary Downtown MetroRail Station with the Downtown Multimodal Station offers an exciting opportunity to create a singular "Marquee" experience for Austin residents and visitors alike. An effective station gives the impression of a city that is constantly on the move while still mindful of its unique heritage. Often functioning as a confluence of regional transportation modes, a Gateway encourages creative and diverse land use. It helps develop a sense of place and to "brand" a community identity that defies the "cookie cutter" monotony of so much of the contemporary cityscape.

Summary of Major Recommendations and Conclusions

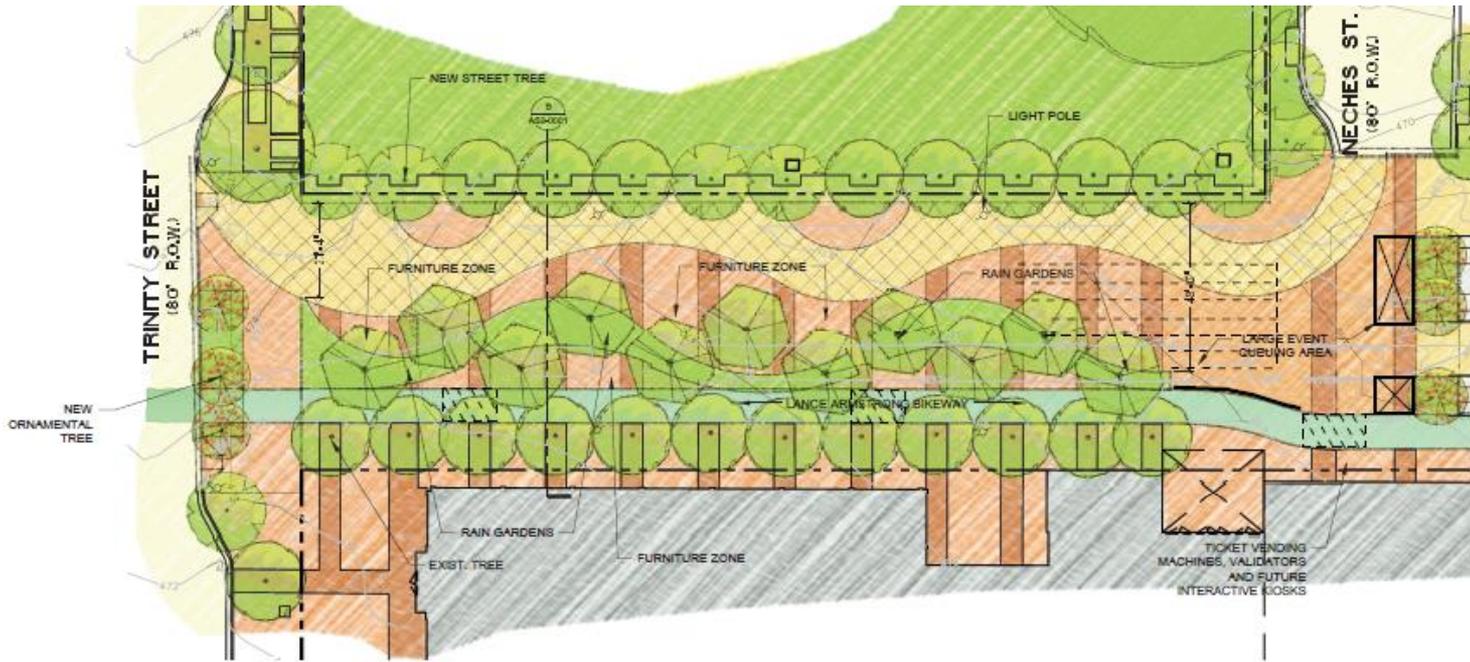
1. Improve pedestrian safety with modifications to the Lance Armstrong Bikeway;
2. Create a "Marquee" experience (in coordination with enhancement of City of Austin owned Bush Square) with distinctive design elements and a range of amenities within the Pedestrian Plaza;
3. Investigate potential access and traffic issues resulting from the project;
4. Maintain open communication about the project with the public.

Summary of Recommendations Outside of Scope

- In addition, the Panel also made recommendations outside of the scope for this TAP in the interest of long term use and adaptation of a new, more permanent Station.
- Determine the City of Austin lead who will champion the development of this area.
 - 5th Street needs to become a two-way street for automobile traffic.
 - Advocate for enhanced collaboration with adjacent properties
- The findings and recommendations provided in this report are based on the collective expertise of the panel, along with the provided briefing materials, and information gleaned from the tour, stakeholder interviews, and discussions conducted during the panel's two-day effort.



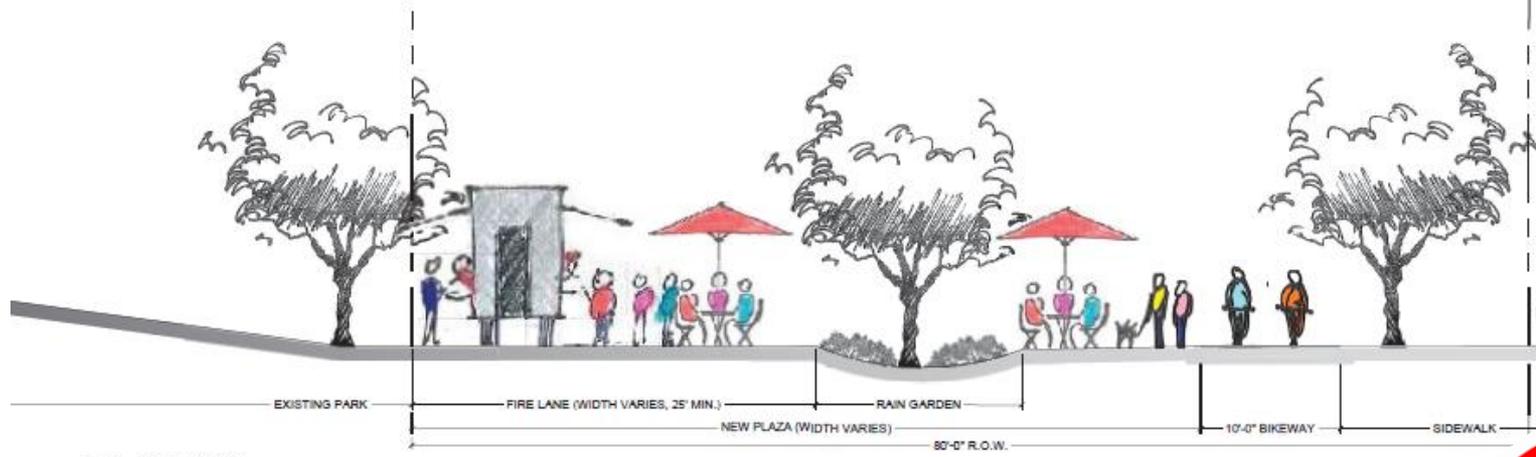
Figure 5: Existing Site of Proposed Downtown Multimodal Station



REF SHEET AS2-0002

A LANDSCAPE PLAN BETWEEN TRINITY STREET & NUECES STREET

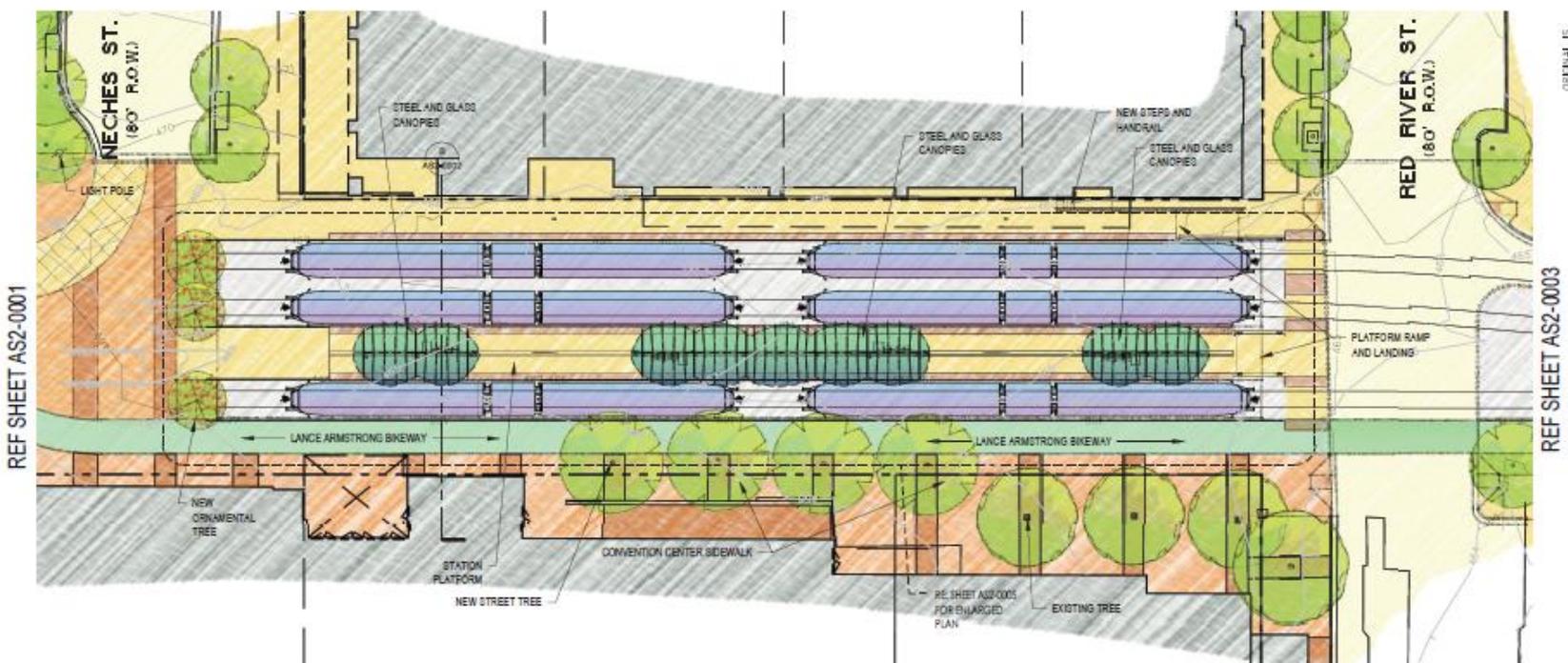
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B SECTION

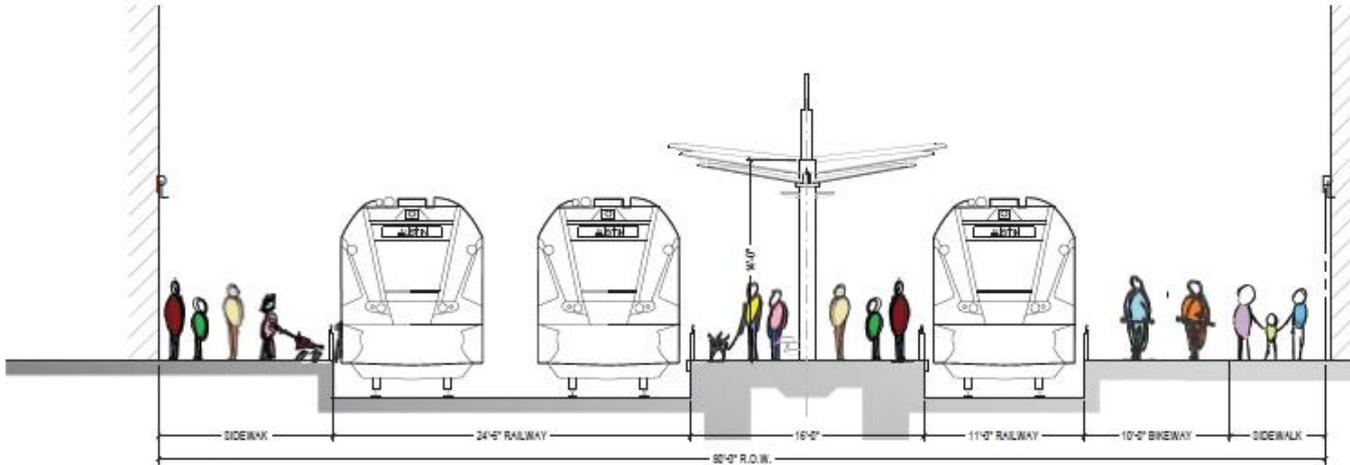
AS2-0001 Scale: 1" = 5'-0"

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A LANDSCAPE PLAN BETWEEN NECHES AND RED RIVER

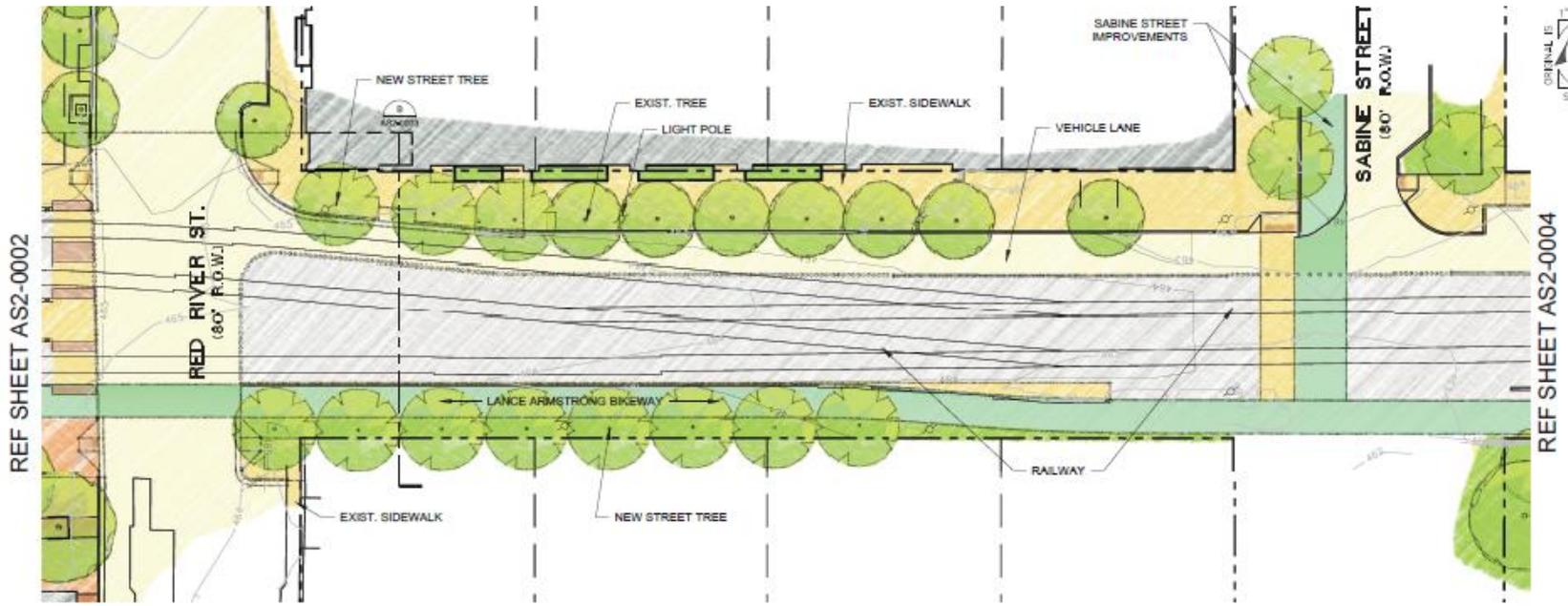
AS2-0002 Scale: 1" = 20'-0"



B PLATFORM SECTION

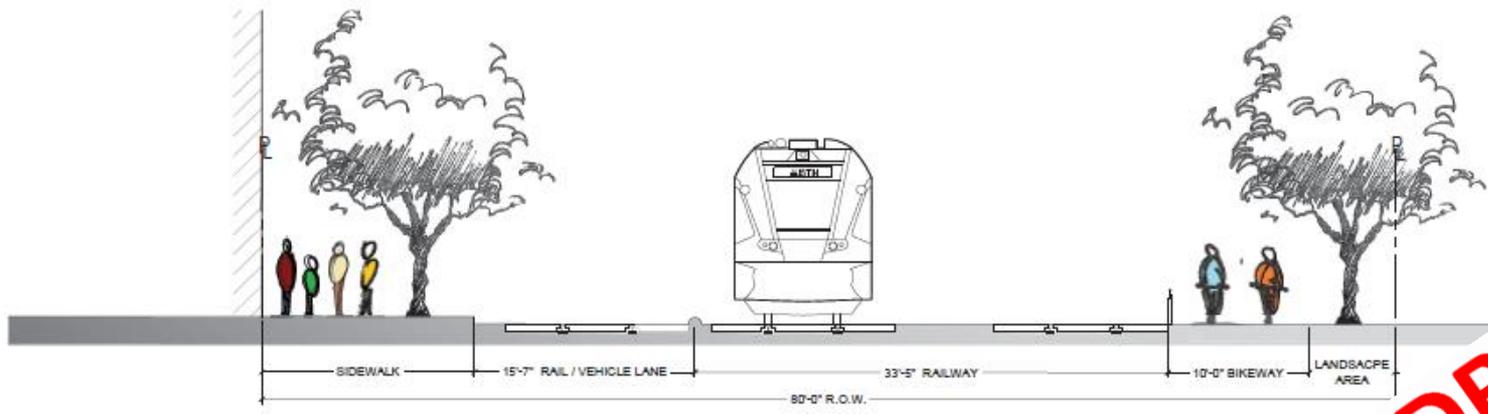
AS2-0002 Scale: 1" = 5'-0"

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A LANDSCAPE PLAN BETWEEN RED RIVER ST. AND SABINE ST.

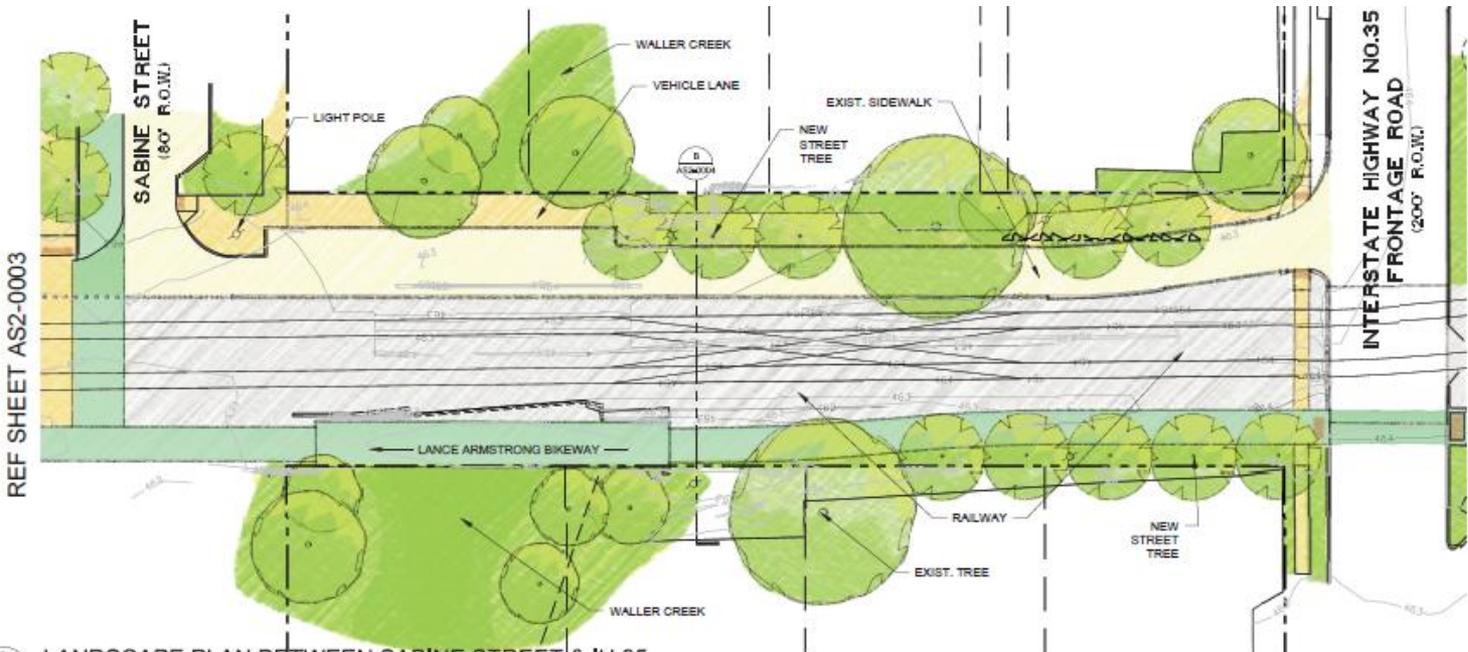
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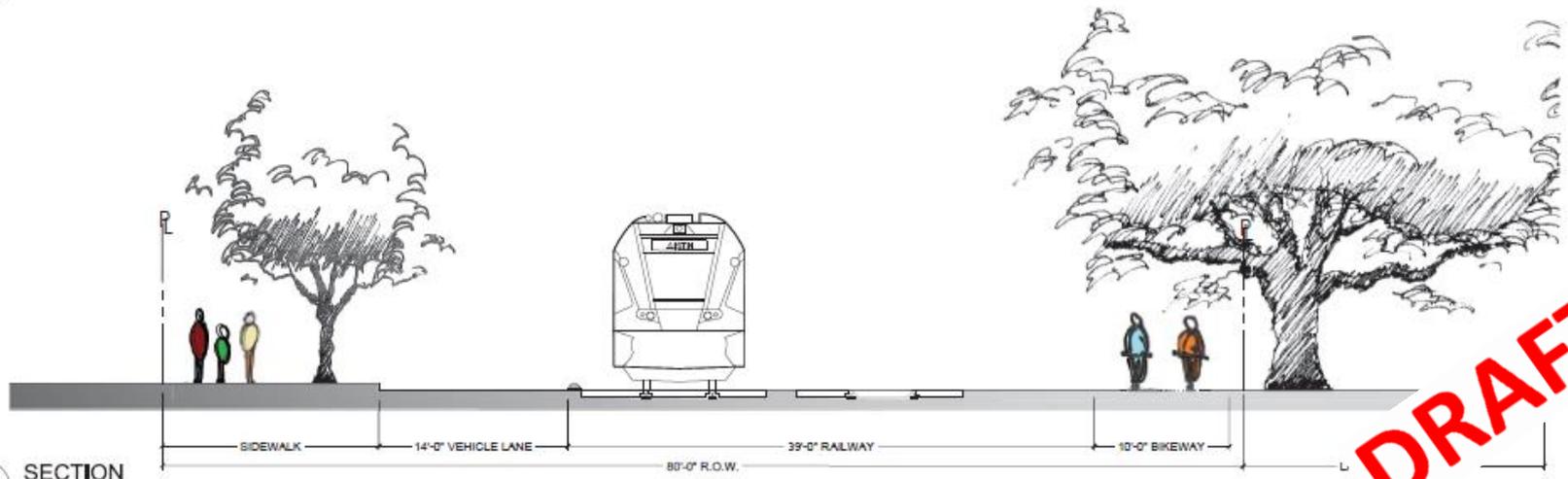
B SECTION

AS2-0003 Scale: 1" = 5'-0"

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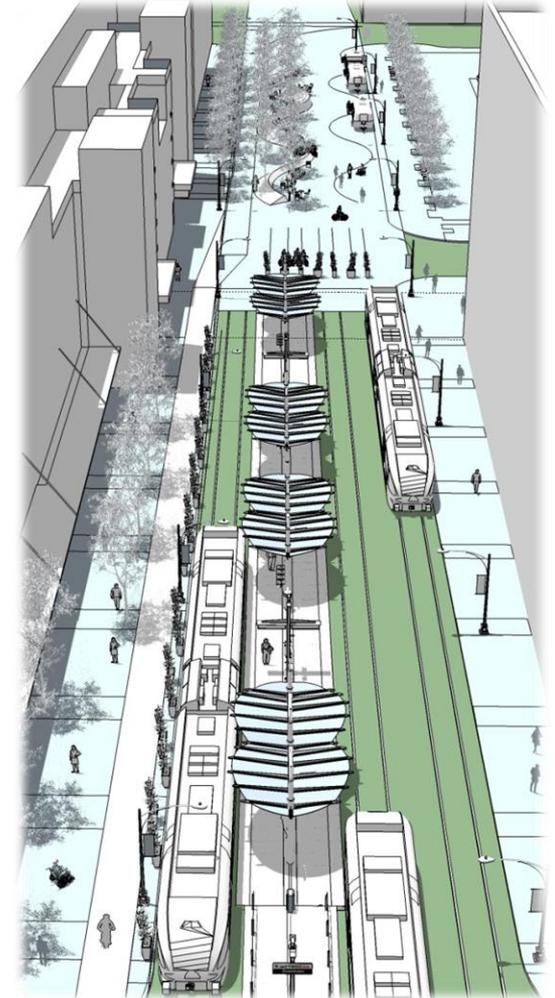
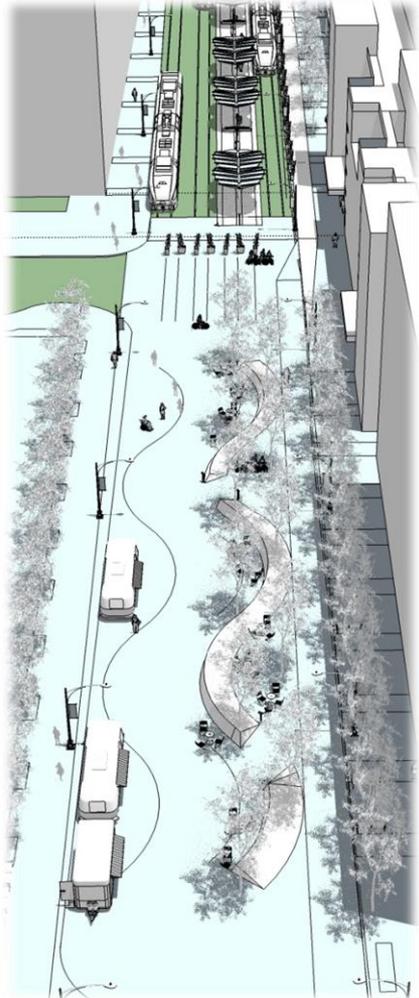
A LANDSCAPE PLAN BETWEEN SABINE STREET & IH 35
AS2-0004 Scale: 1" = 20'-0"



B SECTION
AS2-0004 Scale: 1" = 6'-0"

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Design Study





Questions?

Downtown Multimodal Station

